FREIGHT RATES SLASHED

Evidence that Some Railways Are Paying No Attention to Agreed Tariffs.

Not Only Roads in This Territory, but the Trunk-Lines, as Well, Are Under Suspicion-The Monon's Stone Business.

Rate demoralization has become as pronounced in freight circles as in the passenger traffic. A month ago the local freight agents got together and entered into a rate agreement which was to go into effect the 1st day of April. On bicycles, for instance, it was agreed to make the rate, Indianapolis to Chicago, "double first-class," 62 cents per one hundred pounds. actual weight. On the 3d day of April one of the roads which went into the agreement made a special rate of 14 cents per one hundred pounds, Indianapolis to Chicago. At the same meeting 27 cents per one bundred pounds on furniture, Indianapolis to St. Louis, was agreed to. On the 4th day of April one of the St. Louis roads made a rate of 13 cents per one hundred pounds; on another large shipment of freight to St. Joseph, the agreed rate being 59 cents, one of the St. Louis roads took it at 45 cents per one hundred. These are samples of what is going on. "It is no wonder," remarked a freight man, "that Oscar Mur-ray, traffic manager of the Big Four lines, is withdrawing from such organizations as the Central Traffic, that the Big Four lines may have an opportunity to name the rate it chooses, without breaking any agree-ment. I am glad that the Big Four are putting themselves in shape to fight these agreement-breakers.

East-bound freight rates from Chicago are in worse shape than they have been for several years. The opinion has been freely expressed that some of the roads are accepting 20 cents per one hundred pounds, and even less, on grain shipments to the sea-board, and that these same roads are trying to ward off competition by opposing an open reduction of tariff. Advices were received from Minneapolis yesterday to the effect that the lake-andrail lines had announced an open rate of 15 cents per one hundred pounds on grain and flour from that point to New York. The Chicago boat lines at once took steps to put the same rate in effect from Chicago. This is 5 cents lower than the differential awarded to the lake-and-rail lines at the conferences early in the season. Its adoption has caused suspicion to be directed to the Eastern trunk lines, which agreed to accept as their proportion of the lakeand-rail rate an amount equal to onehalf of the all-rail rate from Chicago to New York. As the all-rail rate is 25 cents the trunk lines cannot, without violating their agreement, accept less than 1212 cents for the haul from Buffalo to New York on grain received from their lake connections. On a through rate of 15 cents this would leave the boat line only 21/2 cents per one hundred pounds for the haul from Chicago to Buffalo, and nobody pretends to believe that they are accepting any such proportions. The more plausible theory is that the trunk lines are not living up to their

At Variance with the Facts. A gentleman, who is interested in the stone-quarries at Bedford and the adjacent territory, and who is friendly to the Monon road, writes that a recent statement in the Journal was misleading. He then goes on to say that the Monon, in no one calendar year, has ever taken from the colitic quarries on its road fifteen thousand car-loads of stone. "The Bedford district," says the writer, "furnishes only 50 per cent, of the stone tonnage. All of the quarries controlled by the Breyfogle syndicate, socalled, produce only about 15 per cent. of the stone tonnage. It is just as possible for the Evanaville & Richmond railroad, and the O. & M. route, to reach the Bedford quarries as it is for a belt line, and I assume the only reason they have not built to all the quarries is that the traffic they would command by so doing would not justify the expense. The Bedford Belt Railroad Company does not. as I understand it, expect to build to all of the quarries, but will try to reach some of them. The estimated expense of building the line is \$:00,000, which is considerably less than it will cost. If built, I venture the prediction that it will never earn 5 per cent. net on \$100,000. The Monon has to "skirmish" for all of its freight traffic. and will not lose any sleep over any com-petition that the so-called Belt railway company will give at Bedford. It will trouble the projectors much more to pay operating expenses and interest than the competition will the Monon. The freight rate on stone is nowhere near almost twice that of the same class of freight on other roads, but is as low as any railroad company can afford to haul the traffic, taking into consideration the extra cost of handling same at the quarries and also that the Monon is obliged to hand the cars one way

Monon and Pennsylvania Cutting. A bitter rate-war is on at present between the P., C., C. & St. L. and L., N. A. & C. railroads. Several months ago the Monon reduced the fare between Louisville and Chicago, but the reduction was promptly met by the Pennsylvania Company. Next the fare was lowered to \$6 by one of the companies, which reduction was again promptly met by the other. Then the Pennsylvania Company made arrangements to put on a train which would make the trip from Louisville to Chicago in six hours, and from Louisville to Indianapolis in two hours and twenty minutes. After this they put down the rate to \$5.50 and the Monon met this reduction by an equal one, but threatened to make the rate still lower. Matters remain this way at present.

Personal, Local and General Notes. Walter Cobb, Eastern passenger agent of the Denver & Rio Grande, has resigned. M. M. Landis, general Western agent of the Nickel-plate at this point, is so ill that he is confined to his room.

The report is revived that D. J. Mackey is to extend his Evansville & Richmone road to Richmond, and then to Sandusky, O. M. E. Kaper has been appointed agent of the Cincinnati, Hamilton & Indianapolis road at College Corner, vice H. E. McClain,

Charles F. Daly, general passenger agent of the Lake Eric & Western, is absent on a Western business trip. He was in Kansas City yesterday.

E. A. Peck, general superintendent of the Big Four, and F. E. Rose, superintendent of transportation, will return from New York this morning.

George J. Johnson, general Western agent of the Railway Officials' and Employes' Association, is in the city for a conference with the general officers. The Chicago & Rock Island is arranging

to put on a fast train between Chicago and

Denver May 1. It will depart on the arrival of the morning trains in Chicago. It is questioned if the rate war in the Chicago & Ohio River Association territory is accomplishing for the Pennsylvania Company what it was expected to when

inaugurated. D. H. Kresky, traveling freight agent of the Chicago, St. Paul & Kansas City road. has resigned, and to-day takes a similar po-sition with the Lehigh Valley Transportation Company, with headquarters at Chi-

cago. The contract for doing the grading for the second track of the Chicago & Eastern Illinois road between Momence and Dan-ville, a distance of fifty miles, was on Wednesday awarded to W. P. Chapman, of

Elgin, Ill. The Pennsylvania and the Chicago & Northwestern roadshave arranged to carry the newspaper men of Washington to the national Republican convention at Minneapolis in June. They will have a special

train of five sleeping-cars. George L. Randolph, formerly general freight agent of the New York & New England road, has been appointed assistant general freight agent of the Philadelphia & Reading road and Albert Foster general purchasing agent of the P. & R. system. Walter S. Keenan, the well-known travel-

senger Traffic Manager White, of the Santa Fe road. E. L. Wright succeeds Mr. Keenan the "Q." with headquarters at Peoria

President Blackstone and other officials of the Chicago & Alton are this week inspecting the system. President Bla ckstone said that the company would expend about a half million dollars in preparation for the handling of the world's fair business.

The report of Agent Sullivan shows that in the month of March 8,450 cars were loaded or unloaded at the city freight depots of the Big Four at a cost to the company of only 5812 cents per car. This includes the five night watchmen's wages and all other freight-house men.

It is stated that as soon as the improvements on the Chicago division of the Pennsylvania lines are completed in the way of extending sidings, lap-tracks, etc., Trains 20 and 21, between Chicago and the East, will be restored, running between Chicago and Columbus via Bradford.

The Louisville, New Albany & Chicago company yesterday settled with the ad-ministrator of the estate of H. Humberger, a traveling man who was killed in the wreck at Crawfordsville a few months ago, paying \$3,300. All claims but one re-sulting from this accident have been ad-

Eugene V. Debs, secretary and treasurer of the Brotherhood of Locomotive Firemen, is arranging his affairs to leave Terre Haute in a few weeks, going to New York, having interested himself in a paper to be published in the interest of labor organizations. The paper is said to have ample

D. J. Crowley, who, for some time, has been in charge of the interlocking signal and telegraph office at the crossing of the Louisville division of the Pennsylvania lines, has been transferred to Louisville, and is succeeded by D. F. Crawley, night operator, and H. Summerfield takes the night position.

George Daniels, general passenger agent of the New York Central, is getting out a book of three hundred pages, entitled "Restless Americans," which will be full of information as regards the great pleasure resorts of this country and the routes by which they are the most readily and comfortably reached.

In the annual report of the Pittsburg, Cincinnati, Chicago & St. Louis road, worthy tribute is paid to John A. Hamp-ton, who died during the last year, after years of faithful service as the company's solicitor, and due mention is made of the Hon. W. L. Scott, who at the time of his death was one of the company's directors. The Pennsylvania Company has notified its telegraph operators that they must pass an examination on the part of the book of rules embracing the rights of trains, flagging rules, special order rules, and those pertaining to the duties and government of operators. Examinations will be com-menced July 31, and the result of the same will determine the continuance in service of those examined.

The address of Oscar Murray, traffic manager of the Big Four, before the Central Traffic Association, is said to have been an "eye-opener." He had studied the situation and brought out facts, well substantiated, which surprised the most conservative of the freight officials who were in attendance. Mr. Murray is credited with

being an interesting and convincing talker. There is much complaint among local shippers and consignees over the trouble they experience in getting cars placed for loading and unloading on the Big Four switches at this point. It is very evident that there are not enough switching engines in the service. An observing freight man says the Big Four would do 50 per cent. more business here had it ample freight depot room and conducted its switching business on less economical methods.

An interesting decision on the powers of national banks to charge interest was made yesterday by Judge McConnell. of Chicago, in disposing of a suit growing out of a \$150,000 loan, negotiated some years ago by the Louisville, New Albany & Chicago railroad. The money was lent by the Union National Bank at 6 per cent. interest, sub-The loan was repaid, but the bank sued for the additional note, about \$3,500, Judge McConnell decided for the railroad

Said a local freight agent yesterday: "The hardest worked and poorest paid men in the railroad service are the clerks in the freight office. As a rule, eight months of the year they work from 7 A. M. to 10 P. M., with short hours for two meals, and their average pay is not larger than that of the platform men. But if I ask for an increase in pay for my clerks the superior officers laugh at me, and rather than advance the pay of one of my clerks \$5 a month they will let me lose him, no mat-

ter how valuable a man he is." Fast-train competition is becoming a factor in the Western railroad situation. Together with preparations for improving their Chicago-Denver service with additional trains, the Rock Island and the Burlington roads are perfecting arrangements that will enable them to shorten the run an hour or two at least. To do this will require a fifty-mile-an-hour schedule. The announcement made by the Rock Island people that they will take an hour and a half off the time between Chicago and Kan-

eas City, May 1, has awakened the Atchison. The convention of State Railroad Commissioners, in session at Washington, D. C. yesterday referred the subject of railway accounting to a committee, with instructions to report at the next convention. The report of the committee on reasonable rates was adopted. The committee on safety appliances was directed to urge upon Congress the immediate passage of a bill to effectively insure the equipment of freight cars throughout the country with uniform automatic couplers and with train brakes and the equipment of locomotives with driving-wheel brakes.

An official of the Cincinnati, Hamilton & Dayton yesterday, in speaking of the action of the directors in increasing the bonded debt of the road, said that with this \$3,000,000 increase the road's bonded debt would be lighter than 75 per cent. of the roads in the territory through which the road passes. The company needed money to increase its equipment, which was far short of being sufficient to handle its business. No road of such importance in the country was so lightly equipped, and its business would increase greatly if the company had ample equipment. A good deal of money is also needed to rebuild and properly equip the Dayton, Fort Wayne & Chicago, the Dayton & Iron Mountain and the Cincinnati, Jackson & Mackinaw, new acquisitions of the C., H. & D. These roads, improved and properly equipped, will largely increase their earnings. At terminals a good deal of money can be expended to advantage which will increase the earning capacity of the C., H. & D. lines proper.

Children of Revolutionary Soldiers.

To the Editor of the Indianapolis Journal: By your permission I will add three more names to the list of children of revolutionary soldiers. They are Nelson Harris, now living near Rising Sun, Ohio county, Indiana, aged eighty-one years; Fanny Pocock, of Switzerland county, aged about eighty-four years, and Wesley Harris, of the same county, aged seventy-four years. They are the children of Robert Harris, who entered the revolutionary army when a boy sixteen years of age. He was a native of Connecticut, and emigrated to Switzerland county, Indiana, in 1817 or 1818, where he resided at the time of his death. The three named above are all that remain of a very large family. Hope, Ind., April 13. HARVEY HARRIS.

Democracy's Saint a Protectionist.

Boston Journal. Thomas Jefferson was a protectionist, not of the moderate modern type, like Harrison, McKinley, Reed and Blame, but of the old unbending type—a protectionist of the most extreme and radical description. So fair and well-informed a writer as Gen. Francis A. Walser, himself a member of our Tariff Reform League, refers to Jefferson as "probably the most extravagant protectionist whom this country has ever

Has Made the Country Respected.

Kansas City Journal. One of the strong features of this administration is its vigorous and brilliant foreign policy. The stars and stripes were never more highly respected throughout the world than to-day.

Commendable,

All claims not consistent with the high character of Syrup of Figs are purposely avoided by the California Fig Syrup Company. It acts gently on the kidneys, liver | cooks before the war. Have over the fire and bowels, cleansing the system effect- three quarts of boiling salted water. Throw ing passenger agent of the Chicago, Bur- | ually, but it is not a cure-all, and makes no | one cupful of rice into it, after you have | lington & Quincy, has resigned to take the | pretensions that every bottle will not sub- | washed and drained it. Boil ten minutes as | Via the Pennsylvania Line from Indian-Desition of chief clerk in the office of l'as- | stantiate.

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INDIANA FAIRS.

In the appended list of fairs all dates are inclusive, and the name at the end of each

announcement is that of the secre tary: North Salem-North Salem, Hendricks county,
Aug. 1 to 5, L. C. Moore.

Henry, Madison and Delaware-Middletown, Henry
county, Aug. 2 to 5, P. H. Hodson.

Bridgeton Union-Bridgeton, Park county, Aug. 8
to 13, T. L. Nevens.

New Ross-New Ross, Montgomery county, Aug. 8
to 12, T. F. Rouk New Ross-New Ross, Montgomery county, Aug. 8
to 12, T. F. Rouk.
Oakland City-Oakland City, Gibson county, Aug.
22 to 27, Z. T. Emerson.
Wayne, Henry and Randolph-Dalton, Wayne county, Aug. 23 to 26, J. E. Dennis.
Knightstown-Knightstown, Henry county, Aug. 30 to Sept. 3, L. P. Newby.
Switzerland and Ohlo-East Enterprise, Switzerland county, Aug. 30 to Sept. 2, W. H. Madison.
Benton and Warren - Boswell, Benton county, Sept. 5 to 9, G. W. Cones.
Kentland Agricultural-Kentland, Newton county, Sept. 6 to 8, W. T. Drake.
Grange Jubilee-Wirt Station, Jefferson county, Sept. 6 to 9, T. H. Watlington. Sept. 6 to 9, T. H. Watlington. Warren Tri-County-Warren, Huntington county, Sept. 6 to 10, A. Foust. Auburn District-Auburn, Dekalb county, Sept. 12 Fairmount-Fairmount, Grant county, Sept. 12 to 16, J. D. Lathan. Francisville-Francisville, Pulaski county, Sept. 13 to 16, E. H. Applegate.

Maxinkuckee-Culver Park, Marshall county, Sept. 13 to 16, L. C. Zechiel. North Indiana and South Michigan—South Bend, St. Joseph county, Sept. 12 to 16, C. G. Towle. Washington and Parke—Pekin, Washington county, Sept. 20 to 23, J. W. Elrod. Bremen Agricultural-Bremen, Sept. 27 to 30, H. Eastern Indiana-Kendallville, Noble county, Sept. 26 to 30, J. S. Conlogue.
Poplar Grove-Poplar Grove, Howard county, Sept.
26 to 30, R. T. Barbour.
Tri-County-North Manchester, Wabash county,
Sept. 27 to 30, D. W. Krisher.
Bourbon-Bourbon, Marshall county, Oct. 11 to 14,

to 7, T. A. Starr.

Northern Indiana and Southern Michigan Exhibition Association—Warsaw, Kosciusko county, Oct. 4, 5, 6 and 7, M. A. Wilcox. County Fairs. Tipton-Tipton, Aug. 8 to 13, W. R. Oglebay. Jennings-North Vernon, Aug. 9 to 12, W. G. Henry—New Castle, Aug. 9 to 13, O. L. Jeffries. Boon—Lebanon, Aug. 15 to 19, L. F. Moler. Delaware—Muncie, Aug. 15 to 19, M. S. Claypool. Jefferson—Madison, Aug. 16 to 19, S. E. Haigh.

Northern Indiana-Goshen, Elkhart county, Oct. 3

G. D. Ettinger

Hancock—Greenfield, Aug. 22 to 26, Elbert Tyner. Clinton—Frankfort, Aug. 22 to 26, J. Heavilon. Dearborn—Lawrenceburg, Aug. 23 to 27, J. S. Dor-Washington-Salem, Aug. 23 to 26, E. W. Me-Vigo-Terre Haute, Aug. 22, to 26, Charles C. Fulton-Rochester, Aug. 31 to Sept. 3, W. W. Green-Linton, Aug. 29 to Sept. 2, J. H. Humphreys. Harrison-Corydon, Aug. 29 to Sept. 2, T. S. Get-Putnam-Bainbridge, Aug. 29 to Sept. 3, A. R. Al-Randolph-Winchester, Aug. 30 to Sept. 3, B. F. Scott-Scottsburg, Aug. 30 to Sept. 2, W. L. Mor-Tippecanoe-Lafayette, Sept. 1 to 3, Adam Wallace, Carroll-Camden, Sept. 5 to 9, Ziba A. Brown. Clark-Charlestown, Sept. 5 to 8, J. M. McMillin. Montgomery-Crawfordsville, Sept. 5 to 9, W. W.

Wayne-Hagerstown, Aug. 16 to 19, Ed Bowman.

Sullivan-Sullivan, Sept. 5 to 10, J. M. Lang.
Gibson-Princeton, Sept. 5 to 12, S. Vet. Strain.
Shelby-Shelbyville, Sept. 6 to 10, E. E. Stroup.
Miami-Macy, Sept. 7 to 10, Ira B. Hurst.
Posey-New Harmony, Sept. 12 to 16, W. W. Robb.
Greene-Bloomfield, Sept. 12 to 17, R. F. Burrell.
Huntington-Huntington, Sept. 13 to 17, H. M. Johnson-Franklin, Sept. 13 to 17, William S. Rush-Rushville, Sept. 13 to 17, Charles F. Ken-

Miami-Peru, Sept. 13 to 16, Fred Conradt. Marshall-Plymonth, Sept. 20 to 23, D. L. Dickin-Noble-Ligonier, Sept. 19 to 22, J. E. McDonald. Porter-Valparaiso-Sept. 20 to 23, E. S. Beach. Wabash-Wabash, Sept. 20 to 24, Geo. B. Fawley. Spencer-Rockport, Sept. 19 to 24, A. B. Garling. Daviess-Washington, Sept. 26 to Oct. 1, W. F. Ax-Pulaski-Winamac-Sept. 27 to 30, Jesse Yaylor. Grant-Marion, Sept. 27 to 30, L. F. Carmichael. Jay-Portland-Sept. 27 to 30, Geo. W. Bergman. Lake-Crown Point, Sept. 27 to 30, B. Woods. Monroe-Bloomington, Sept. 26 to Oct. 1, George P.

Perry—Rome, Oct. 3 to 8, W. Wheeler.
Vermillion—Newport, Oct. 3 to 7, L. Shepard.
Wabash—Wabash, Sept. 20 to 24. Geo. B. Fawley.
Whitley—Columbia City, Oct. 4 to 7, L. Richard.
Lawrence—Bedford, Oct. 4 to 8, F. Stannard.
Knox—Vincennes, Oct. 10 to 15, J. W. Emison.

Planting Trees. Piladel phia Record.

Whether for market or for the use of the family, the best varieties of fruit should be selected, and every farm should have, if possible, not only apples, but pears, peaches, quinces, and all the kinds of small fruits. Unce an orchard of trees is established, but little labor of cultivation is required compared with other crops, while the profit is much greater in proportion to the area of land occupied and the labor bestowed. Fruit is really a luxury, and on the farm a crop is very useful, as a large portion may be preserved for winter use. It is a mistake to buy two-year-old trees instead of those that are younger. Young trees will start off better and make more roots than will large ones. If a young tree and a tree two or three years old are planted side by side the younger one will overtake the other and thrive better. In the method of planting is one of the seerets of success. Remove the top soil and place it to one side. Then make a hole two feet square and deep enough to allow of firmly planting the tree. Cut off the ends of all bruised roots, and spread the roots out well in the hole, throwing the top soil in on the roots, pressing it firmly, and pouring water in plentifully. Fill up with the soil removed last, making a mound at the base of the tree. No manure to be used, but old bones may be well pounded and put into the hole, mixed with the soil. Cover with a light mulch, which should be removed after the trees begin to shoot. Do not be afraid to cut the trees back, so as to have them stocky, and do not leave on too many new shoots, and rub off all that may appear afterwards. Apple and pear trees should be kept clear the first year. A grass crop may then be grown in the orchard, provided a second growth is turned under, the object being not to force such trees too rapidly, especially the pear, as it may blight. Peach trees should be cut back severely every year, and should be kept well cultivated and clean, as a grass crop is fatal to a peach orchard. After the trees have been on the ground a year the land should receive an application of wood ashes and ground bone, and for beaches the ground should be cultivated two or three times a year, or as often as the grass begins to take possession. When boying new trees always carefully examine for signs of the borer, and aim to procure trees from some section that is free from diseases of trees.

Some Recipes. Chicken Soup-Take the bones and any remains of a roast or broiled chicken you may have. Put this over the fire in enough water to cover, and boil slowly two hours. Take out the bones. Measure and add enough boiling water to make two quarts. In the meantime, after it has boiled about one and a baif hour. put a quart of rice in a quart of boiling water over the fire, with a teaspoonful of salt. Boil until the rice is tender. Put the rice in with the chicken. Season with sait and pepper to taste. Add as much bolling water as you need to make two quarts of soup. . Serve.

Georgia Boiled Rice-This is a very easy way to prepare rice for the table, and is the method employed by the old negro rapidly as possible. Then drain off the apolis.

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water. Put a clean folded towel into the saucepan over the rice. Set the saucepan where the rice will not burn, and allow the rice to steam for ten minutes It will then be ready to serve. The Chinese method is different from this, because they want the rice a little glutinous in order that they may eat it with chop-sticks.

b Salmon Salad-Use canned salmon or cold ooiled salmon. Take one cupful and an trdinary sized Spanish onion. Take from rhe salmon any bones. Slice the onions in ather small slices. Arrange the salmon and onion in a salad dish, and dress with Komaine dressing. Take six tablespoonfuls of salad oil, three tablespoonfuls of vinegar, one tablespoonful of lemon juice, one saltspoonful of sugar, one heaping saltspoonful of salt, one level saltspoonful of white pepper and a level saltspoonful of mustard. Press the salad. Before serving mix the salad. Be sure the dressing is distributed equally. This is a very good reci-pe for any salad. Use one teaspoonful of grated onion in the dressing when you do not use the Spanish onion as part of the salad. In appearance this is very much like the plain French salad dressing, but it is not so in the flavor. Melted butter may be used instead of oil.

Odds and Ends.

An animal that is superior to the average lots that come into market always attracts notice, and sells itself on sight. The successful stock-breeder is one who breeds for excellence, and who endeavors to put on the market something better than the market contains. His sales are always for cash and his orders are always ahead of

All forms of cocoa and chocolate are made from the cocoa bean, which is embedded in the pulp of the fruit of the Theo Bromo cocoa tree, which is allowed to ferment in heaps until the beans can be separated and dried. The crushed bean yields the cocoa nibs and the cocoa shells, familiar to housekeepers. Chocolate is the ground cocoa mixed to a paste with a little arrowroot, or some similar starchy substance, and sugar.

The American Sheep-breeder observes: A lamb that is taught to eat bran and a light sprinkle of linseed meal when still with its mother can be made to weigh forty pounds, when one without this help, but getting just as much milk, will weigh only thirty. And if this feeding is kept up all summer, a dollar's worth of feed given to it previous to the usual time for beginning to feed in the fall, will make it worth at a year old from two to four times as much as the other.

Miss Corson says that the Chinese, who ought to know how to make tea, never used water which had continued boiling. The moment the "crab's eyes" begin to show on the bottom of the vessel in which the water is being boiled, pour it directly upon the tea. Also, the Chinese never put the teapot upon the fire; but after it is heated with the boiling water they keep it hot in a basket cosey of fine wickerwork interlined with wool and red woolen cloth; just the spout of the teakettle projects from the cosey to permit the pouring.

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DR. BRAYTON. OFFICE-102 North Meridian st, from 25, 4 p. n. RESIDENCE-508 East Washington et House telephone 1279.

DR. E. HADLEY. Office, 136 North Residence, 270 N. Delaware St. Office hours, 8 to 3 s. m.; 2 to 3 p. m.; 7 to 8 p. m. Office telephone, 832. House telephone, day, 1215. Dr. SARAH STOCKTON 227 North Delaware Street.

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Office Hours: 9 to 10 a, in., 2 to 4 p. m., 7 to 8 p. m.
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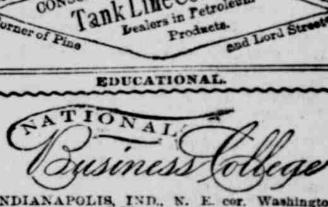
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